

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XII.

RIO DE JANEIRO, MAY 5TH, 1885

NUMBER 13

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua dos Laranjeiros.  
THOMAS A. OSBORN,  
Minister  
BRITISH LEGATION.—No. 22, Marquês d'Albuquerque.  
RICHARD G. TOWNLEY,  
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AMERICAN CONSUL-GENERAL.—No. 30, Rua do  
Visconde de Ithamar.  
C. C. ANDREWS,  
Consul General.  
BRITISH CONSUL-GENERAL.—No. 8, Travessa  
de D. Manoel. GEORGE THORNE RICKETTS,  
Consul General.

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Sundays in each month at 7:30 p.m. Holy Communion  
on the first Sunday in each month at eleven, and on the  
Great Festivals at nine, in the morning. Every Baptist  
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N. B.—All notices should be sent to the Clerk.  
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157 Rua dos Laranjeiros.  
ALBERT ALLEN, Clerk.  
158 A, Rua dos Laranjeiros.

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p.m., every Sunday; and at 7 o'clock, p.m., every  
Thursday.

METHODIST EPISCOPAL CHURCH.—Largo do Catete.  
English services: Sunday School 10 a.m., preaching 11:30  
a.m. Sundays; prayer-meeting 7:30 p.m. on Fridays.  
Portuguese services: Sunday School 6:30 a.m., preaching  
7:30 p.m. Sundays; prayer-meeting 7:30 p.m. on Wednesdays.  
J. L. KENNEDY, Pastor.  
Residence: Rua S. Salvador, 27 A.

BAPTIST CHURCH.—No. 95, Rua do Senador. Services  
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Sunday School at 10 o'clock, a.m., every Sunday.

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p.m., every Wednesday. Sunday school at 11:30 p.m.

## TRAVELLER'S DIRECTORY

### RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves  
Rio at 5 a.m., arriving at Barra (junction) at 5:15 a.m., Entre  
Rios (central line) 12:15 p.m., Lafayette (Barra) 7:25 p.m.,  
Porto Novo (branch) from Entre Rios 12 p.m., Cachoeira (S. Paulo  
branch) 11:55 a.m., São Paulo (P.R.S. & Rio R.R.) 6 p.m.  
Downward, leaves São Paulo 6 a.m., Lafayette 6:25 a.m.,  
Porto Novo 12:15 p.m., arriving at Barra 4:11 and Rio 7:12  
p.m. Connects with Valença line at Desengano; Rio  
das Flores line at Commercio; União Mineira line at Ser-  
ranha; Oeste de Minas (S. João del-Rei) line at São;  
Leopoldina line at Porto Novo; Rerendo e Areas line at  
Sumbily; and S. Paulo and Rio de Janeiro line at Cachoeira.

Limited Express: Upward, leaves Rio 6:40 a.m., arriving  
at Barra 9:40 a.m., Porto Novo (central line) 12:20, Cachoeira  
(S. Paulo branch) 5:38 p.m., Downward, leaves Cachoeira 6:34  
a.m., Porto Novo 6:19 a.m., arriving at Barra 11:32 and 1:58 p.m.,  
Rio 5:38 p.m. Stops at all stations. Connects with São  
Cruz branch at Supercilios, and Macaco branch at Itém.  
Mixed Trains: Leave Rio at 8:35 a.m., and stop the first  
going to Entre Rios and the second to Barra do Pirajy.

CANTAGALLO R.—Leaves Niterói (Sat. Annul  
7:15 a.m., arriving at Nova Friburgo 12:05, Cordeiro 1 hour  
per trainway from Cantagalo 4:12 and Macaco 3:48 p.m.  
Return train leaves Macaco 8:30, Cordeiro 9:48 and Nova  
Friburgo 12:25 p.m., arriving at Niterói 4:55 p.m.  
A ferry boat runs between Rio and São Anna, connecting with  
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week days, and 4 p.m. Sundays and holidays.

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dor, No. 34, 1st floor.  
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BIBLIOTHECA FLUMINENSE.—No. 63, Rua do Ovi-  
dor.  
MUSEU NACIONAL.—Praça da Aclamação, entre Rua da  
Constituição.  
GABINETE PORTUGUEZ DE LECTURA.—No. 12  
Rua dos Beneficentinos.

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Dr. Custodio dos Santos, Surgeon and Physician.  
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Dr. Alexandre Calaza—Surgeon and Physician—  
Office, Rua Pinheiro de Marq No. 22. From 1 to 3 p.m.  
Residence, Rua de S. Francisco Xavier No. 47.  
Dr. W. J. Fairbairn; M. D. Edm.; Surgeon and  
Physician. Office: Rua 1º de Marq, No. 49, from 11 to  
1 p.m. and 4 to 5 p.m. Residence: Rua D. Carlos,  
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## Chemists & Druggists.

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# THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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GEORGE H. PHELPS, Esq.

154 Nassau Street,  
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Messrs. JOHN MILLER & CO.,  
São Paulo and Santos.

RIO DE JANEIRO, MAY 5th, 1885.

We are glad to see that one of our daily colleagues, although in a rather half-hearted way, has taken up the question of police courts, or to use the Portuguese expression *tribunaes correctionaes*. The necessity of such courts for the punishment of roughs, petty thieves, and vagabonds generally is recognized in most parts of the world and it is a matter of surprise that they have not long ago been adopted here. We have more than once referred to the matter, but like St. John, the Baptist, have been preaching in the wilderness. The advantages of such courts are apparent to any mind. A broken head, a black-eye or the theft of an insignificant article from a shop door will be punished with a fine, or if the offender does not possess the wherewithal to satisfy this, a limited imprisonment with labour will be imposed. Let there be a police court in each district where there are *juizes de paz*, the magistrates to have jurisdiction and authority in such petty crimes as assault and battery, thievery, drunkenness and vagabondage, and be obliged to hear cases each morning. The fines to be collected for the benefit of the magistrate and his clerk to a certain extent, but any excess to be paid into the Treasury, which pays the police force on duty in the city. Is it to be supposed that one of our lively *capoeiras* would incur a second punishment if his first offence was visited with a heavy fine or a month's labour on the works at the Poor House? Would we again and again see the vagabonds of Rio carried with care to a station, allowed to sleep off their drunkenness, and then turned out next morning to go through the same operation? It is really inexplicable that no steps have been taken in this matter of police courts. They are a crying necessity, and—happy thought—they might afford employment to some young lawyers, with the same good results that the sanitary commissions composed of young doctors have produced, the one on the moral and the other on the physical health of our population. It can hardly be denied that there is room for improvement in each, but with conscientious police magistrates and equally conscientious members of sanitary committees, we would have made a gigantic stride on the modern road of civilization.

The first experience of the Empire in cancelling interest guarantees is instructive and noteworthy. We publish the remarks of the *Jornal do Commercio* on the *Victoria and Natividade* railway and have some of our own to add thereto. To commence, we wish it understood that no one can blame the contractors of this or

of similar undertakings. We have all along insisted that the government in decreeing these concessions virtually decided that the enterprises were necessary to the sections to be served, and it would be as absurd to expect that these concessions would not be availed of, as to expect that a beggar would not accept alms. The Brazilian governments have shown a want of criterion, a childish impatience to figure in railway statistics, and a disregard for consequences, that should serve to formulate a serious charge against the ministers who have signed these decrees of concessions. Here is a railway of which a native engineer estimates the cost of construction at some 14,000,000\$; an engineer of the contractors estimates the cost at 46,000,000\$! Which is likely to be correct? The latter undoubtedly, and we say this without any desire to criticize native engineers, but because the sum paid by the government for cancelling the interest guarantee proves that the first estimate must have been erroneous. The result of this pretty piece of business is that 70,000 must be paid as a compensation, and the tax-payers of the empire are to meet an expense that should be put upon the minister who signed the concession. But what possible charge can be laid upon the contractors? The government virtually declares that the railway is necessary by guaranteeing a revenue to it. Messrs. Waring Brothers accept the declaration and agree to build the road, and when the executive discover that a mistake has been made, that the railway is not necessary, must cause a heavy annual charge on the Treasury and consequently an arrangement must be come to, the local press is quite virulent because the contractors require some indemnity for their trust in believing that Brazilian authorities examined into these concessions before granting them. No one can deny, or has attempted to deny, our assertion that these concessions with interest guarantees have been granted as personal, and as political remuneration for services rendered. The probability of the result has been ignored and this result is now making itself felt. We have to pay 70,000 to the contractors of the *Victoria and Natividade* railway to-day; to-morrow we will have a payment to a Central Sugar factory and so the country goes on. We will give an honest suggestion to the government; and it is this; prosecute at once every minister who has signed a decree granting a concession with guaranteed interest which has to be cancelled.

We have been favoured by the Post Office authorities with a statement of the agencies throughout the Empire showing localities, date of establishment, average annual receipts for the three fiscal years 1880-1883, the salaries to be paid to agents under a decree of February 24th, 1883 and the increase of expense which will arise therefrom. At present it appears, that the item of salaries amounts to 405,416\$540; and this will be increased by 138,409\$500 under the above mentioned decree; an important increase and one not to be incurred readily with the Treasury in anything but a satisfactory condition. An examination of the receipts is interesting; there is one agency, at Belém, in the province of Rio de Janeiro, which established in 1880 has produced nothing (!); then there are averages of 15100, 15400, etc.; 67 agencies show averages of under 10\$000, 96 averages of under 20\$000, and 103 averages of under 30\$000. As to salaries; in one case the present rate of remuneration produces 55\$000 for the lucky post-master, and in another 58\$50. The reform seems to aim at fixing salaries at a minimum of 240\$, but may it not be

claimed that a post-office producing less than 30\$ is rather a burden at a cost of 240\$? Instead of increasing salaries it seems to us that the authorities should suspend all agencies that show such ridiculous results, for they are evidently unnecessary in the districts they endeavour to serve. Taking the case of the post-master who sold an annual average number of 11 stamps at 100 reis, if he be paid 240\$ for his services the remuneration seems somewhat out of proportion to the service rendered. We quite understand that increased facilities of communication cause increased use of these, but we do not agree that a three years experience with such very negative results can justify the continuance of certain agencies. If it be impossible to induce persons established in these localities to accept a post-mastership on a commission, this seems to us a clear proof that the locality does not require a post-office. Another peculiar feature in the result of the decree is, that whereas those agencies which now leave an almost total loss to the country are contemplated in the proposed increase of salaries, many of those which leave balances are to have the salaries reduced. In one case this reduction is from 1,200\$ to 840\$, although the average receipts were 1,519\$483; in another the salary is reduced 240\$, when the receipts were 2,475\$, against a present salary of 1,200\$; in yet another, receipts were 1,932\$320, the post-master received 1,146\$010 and it is now proposed to reduce his remuneration to 840\$. To close the criticism of the proposed reform: it is so evident that the framers of the decree were utterly ignorant of the facts of the matter they were supposed to be studying, that the Post-Office authorities deserve all commendation for having enabled the general public to form their own opinion on the subject.

FIGURES are stubborn facts and those we print elsewhere relative to the Customs receipts at our five principal ports for the first quarter of the current year are far from reassuring. Our figures are extracted from the *Boletim da Alfandega*, an official publication, and we have therefore no hesitation in placing them before our readers. From the table it will be seen that for the first quarter of 1885, as compared with the same period of 1884, imports have produced about 3,300,000\$ less, while exports have only supplied an increase of about 400,000\$, so that the net decrease of Customs receipts for the quarter is about 2,900,000\$, an important sum in itself, even were it not so intimately connected with the revenue of the country. When, however, it is remembered that our Custom houses are almost our only sources of revenue, the decrease in their receipts becomes still more important, and calls for study. To seek the cause of the decrease in import duties requires little labour, for it may be found at once in the prohibitive duties levied on every article introduced into the country, regardless of protection for native industries—of which we may say none exist—but almost entirely that, by obliging commerce to bear a perfectly unjust share of the burden of public charges, the agricultural interest may be favoured to about the same extent. The absurdity of supposing that a purely agricultural country can be of protectionist views has been proven *ad nauseam*. A farmer or planter desires to dispose of his surplus produce in exchange for such articles of necessity, or luxury, as he may need, or fancy, and as these, from the corn—husk for his cigarette to the *Vence Clignot* for his banquet, are all of foreign origin, so far as Brazil is concerned, it seems clearly evident that in no manner can it be to his advantage that excessive duties be levied on imports. If these duties be imposed as

a source of revenue, the action defeats its intention. High duties prevent importations, and a decrease is a more probable result, than any increase, from excessive import duties. Even ignoring the fact that protective duties serve as a species of forcing house for exotic industries and are irremediably followed by crisis and distress when production becomes excessive, through the desire of all to share in the rewards of this unwise protection, we think we have shown that from any plane of observation, in no possible manner can the present almost prohibitive duties benefit this empire. They cannot benefit the planter for his necessities must be supplied from abroad; they serve to decrease, not to increase, the revenue by causing a falling off in imports, and they finally by unduly stimulating unhealthy and anemical, *soi disant* industries will inevitably provoke a crisis sooner or later. There is perhaps no more serious matter, among the many that demand the attention of the legislature, than that of a revision of the tariff. If the executive do not desire to witness a decrease in revenue such as will seriously cripple the country and cause grave apprehensions abroad, this question should be promptly treated, with a view to a very considerable reduction in all import duties.

Our Parisian colleague, *Le Brésil*, in its issue of the 8th ulto, again touches upon the exchange question and criticizes our criticisms upon former articles the colleague published on the subject. We were quite aware that private individuals, natives and foreigners, figure as large holders of the six per cent. *apologies*, the premium on which serves the colleague as an example of a lack of confidence in agriculture and trade, while it proves a reliance upon the solvability of the state. We do not assert it positively, but we confidently affirm, that a considerable part of the investments of private individuals are forced investments, either under testamentary conditions, life interests, or somewhat similar circumstances. Then the colleague opposes our assertion, that exports being under estimated and imports over estimated as to official values, the deficit he claimed to have discovered was less real, than apparent, by saying that smuggling was carried on to a great extent at the South, and that this greatly increases the import figures. We have yet to learn that this feature of smuggling can be legitimately taken into consideration in treating of a balance of trade. Whether it be as the colleague states, a fact, in which case great secrecy is observed regarding this in Rio, or whether it be only a pretense for differential duties at the Rio Grande do Sul Custom houses, we still contend that it cannot in any manner be introduced into an argument, where official figures are the only guide for discussion. As to the effect that the lower prices of Brazilian products may have had on the exchanges and as to the extract from the *Economist*, we see no application of them to the present state of exchange in Brazil. Both Brazil and the River Plate republics show very favorable balances, according to published figures, for the first quarter of the present year and the fall in exchange in both this empire, and the River Plate republics can not be attributed to a falling off of exports. In reference to the 4,000,000, the product of the last loan, and its effect on the exchange market, the answer is ready,—the money was virtually disposed of before the loan was raised, and our colleague can readily verify this statement by reference to Senator Lafayette's exposition before presenting the last finance budget. Our colleague can hardly deny that treasury bills, issued as in anticipation of revenue, have been, in fact, issued in anticipation of a loan; and this was without

doubt the destiny of the £4,000,000 loan, viz; amortization of floating debt and a part of, or perhaps all, the cost of the *Riachuelo*. When our colleague bases his calculation for a loan, by the hypothecation of the D. Pedro II railway upon a gradual increase of revenue, he seems to over-look that fresh money is being invested in that road month by month, and that an increase in the interest charge must be contemplated as these investments continue. If any operation be contemplated, having the D. Pedro II railway as a basis, it would be infinitely more for the interest of the country, that this road be leased for a period; and the reasons are simple, for if the road be leased, the Treasury will receive a large amount of cash, more than sufficient to meet its present necessities, and will receive this *free of interest*; whereas if the idea of our colleague be adopted, the Treasury will be burdened with an interest charge, payable in gold, which the railway does not now furnish and for the satisfaction of which the future is invoked. There is quite too much calculation made on the future of this empire, and it is more than advisable, it is imperative, that the present be contemplated. As our colleague charges us with merely criticising, of observing a *laissez aller* policy, we can reply, with all conviction, that no journal in Brazil has more consistently pointed out the mistaken road followed by successive governments; and far from observing a *laissez aller* policy, we have suggested various—unpalatable but necessary—measures. We have advised the lease of the D. Pedro II railway, the sale, or lease of the other state railways, the establishment of national banks, through which a great internal loan could be raised; and yet we are charged with being mere critics.

WHENEVER SENATOR AFFONSO CELSO takes part in a debate his remarks are always entitled to respectful attention. We cannot always agree with his deductions from the doctrinaire theories of French political economists nor his proposed adaptations of them to Brazilian finances; but when he deals with accomplished facts, with the existing state of things in this country, it is unquestionable that few of his contemporaries are qualified to speak with equal authority on the subject. Endowed with great abilities, of vast forensic and parliamentary experience, with an intimate knowledge of public administration, acquired as a cabinet minister, his statements are invested with an importance that attaches to those of few Brazilian statesmen. Under these circumstances his speech in the Senate on the 23rd ult. during the debate on the 2nd reading of the Bill for reforming arts. 266 and 267 of the criminal code, is of more than passing interest, for the state of things which he then laid bare calls for urgent measures of reform. The part to which we wish particularly to draw attention refers to arson, the showing of false lights, and the position of insurance companies. We translate the following extract from the *Jornal's* report of the proceedings:

If the criminal penalty constitutes the incendiary's only fear, the crime of arson will assume large proportions in our criminal statistics. The penalty is evaded, and easily eluded, because the jury, apart from their natural benevolence, decide just as they think fit and just as they please; for they are not restricted to what is alleged and proved, although it is to this that the judge must limit himself. But if the magistrates even betray their indifference in questions of this nature, (as experience unfortunately proves,) how much more is this the case with the jury, where the criminal is judged by his peers, and by those associates of his who, it may be, are in like case with himself, and under the influence of identical interests! It has always been with the greatest surprise that I have noted the existence among the magistracy of—I will not say an animus (*and vontade*) against insurance companies, which we all know are so useful to commerce, but—a want of severity towards those who seek to enrich themselves at their cost.

As a rule, questions arising from disputed claims are decided to their prejudice and with glaring injustice. There is an abundance of facts; but I beg leave to cite one for which I can personally vouch, having been professionally engaged in the case. It is needless to say that I shall give neither names nor dates; but the papers relating to the case ought to exist in the Record-office. Some years ago a fire, which destroyed the entire business premises, took place in this city, which was invested with remarkable circumstances, and of which I will only mention one, though that one is very significant. The fire broke out about 2 o'clock in the morning; and on the first cry of alarm being raised, either by the neighbors or by a passer-by, a clerk came out of the house, and a little further on took a filbury which happened to be passing. He ordered the driver to take him to the house of his employer, which was in a distant part of the city, and on arriving there knocked at the door. This was immediately opened to permit the egress of his employer, dressed and with his hat on, who without exchanging a word either with the clerk or with the driver, got into the filbury telling the driver to take him to the scene of the disaster! These and other circumstances were fully proved in court, for accidentally I happened to discover the driver of the filbury, and he became a witness in the case. The tradesman wanted at first to dispute the driver's identity, but he was at last forced to confess it. And yet the insurance company was compelled to pay the claim! In the interests of honest trading and as a satisfaction to society at large, it is necessary to make a stand against facts of this description! It has been said that the two clauses 7 and 9 are unnecessary, because the crimes of flooding (*inundação*) and the employing of artifices to lure vessels to their destruction are repugnant to our national character. I have said that it is a moot point (*quo ser liquido*) whether the crime of showing false lights has ever been committed amongst us. If my memory does not play me false, I may back my assertion by a fact which Brazilians can never forget, because it recalls to them a time of distress and sorrows as well as of much patriotism. That celebrated shipwreck on the coast of Albardão which caused the rupture of our relations with England—was it not the result of false lights which were shown for the purpose of diverting the mariners from their course? In any case, the legislator must not only not neglect the present, but must provide for the future; and if such crimes as these have never been committed, they may be still some day, which is quite enough to render it necessary that the authorities should be properly prepared for their repression.

No one who knows the character of Sr. Affonso Celso, the sources of information to which he has had access as a cabinet minister, and the well-merited reputation he has won as an experienced lawyer of the very first rank, will venture to impugn his statements about the magistracy, the jury, and the administration of justice. It is not a pleasant picture for any one to contemplate, but it must be the reverse of reassuring to the insurance companies. Just five years have already elapsed since Sr. Buarque de Macedo (the then minister of Agriculture) promised the insurance companies that the law relating to arson should be revised without delay, and that their interests should receive the fullest attention from the legislature. Though the government has remained in the hands of the same political party ever since that promise was given, the Bill has not passed the second reading in the Senate yet, notwithstanding the notorious existence of such a state of things as was denounced by Sr. Affonso Celso! As the Bill, however, is once more before the Senate, we venture to suggest that they would be far better employed in giving it such final touches as are needed, and then passing it, than in frittering away their time in hearing Senator Correia read those interminable newspaper clippings, or in wrangling over matters of equally little concern to the nation at large. The allusion to the, now historical, Albardão shipwreck will probably interest some of our readers, but we need not stay to cry over spilt milk. The statement made by Senator Lafayette however, about false lights being shown on different points of the coast is quite another matter. Following Sr. Affonso Celso in the debate, he went so far as to say that he had refused for some time to believe in the existence of such crimes in this country, but that he

had been assured since, on the very best authority, that in some provinces of the empire false lights had been used to mislead vessels, and that the murder of the crew, and lundering of the vessels, had followed the successful issue of the stratagem. It is bad enough to be periodically exercised about the Abrolhos light; but to have it authoritatively stated that these diabolical crimes exist, and that the law as it stands is powerless to reach the perpetrators of them, is a stigma on the legislation of this country, and is an additional reason why the Bill should be pushed forward without delay. It is not difficult to imagine that cases of shipwreck, where such admissions as we have just been coming from men of the standing of Senators Affonso Celso and Lafayette, would be used against this country with damning effect; nor, now that the veil has been lifted, are those maritime powers whose underwriters and marine are interested in the crying trade of Brazil likely to regard these disclosures with quiet unconcern.

## RAILWAYS.

*Jornal Commercio*, April 27th.

We hear that by a decree dated day-before-yesterday a general ordinance (*regulamento*) to the end of symmetrizing the management, and the administration, of the state railways, under traffic or in construction has been approved. These railways will be divided into four classes, or categories, according to their traffic; to each will be applied a special table of rates and wages. The State will save, from the execution of this *regulamento*, an annual amount of over 150,000\$. At present the State has under traffic and constructing:—1st, The Dom Pedro II railway (the extension of the trunk line and that of the branch to Ouro Preto are continuing).—2nd, The Baturité railway, which is all under traffic;—3rd, the Sobral railway, all under traffic;—4th, the extension of the "Recife da Palmeira" railway (of which a part is under traffic and the rest building).—5th, the railway from Recife to Caruarú (part working and part constructing).—6th, the Paulo Affonso railway, all under traffic;—7th, the extension of the railway from Bahia to Alagoas (a part in traffic, and a part building).—8th, the Rio Ouro railway, 38 kilometres under traffic;—9th, the "Taquara-Cacequi" railway (part under traffic and part in construction). The State railways embrace 1,600 kilometres under traffic, and 700 building, taking round numbers. The Dom Pedro II (725 kilometres under traffic) is the only one that has 1.60 metres gauge; all the others are of 1 metre. As about 94,000,000\$ may be estimated as the capital employed in the D. Pedro II railway, we may estimate at 180,000,000\$, a little more or less, the cost, so far as known of the State railways.

## EXCHANGE.

*Folha Nov.* 27th April.

If it be true that the fluctuations in exchange, as of those in other merchandise must be subject to the law of supply and demand, the conclusion to be drawn from what we are now seeing, is that for some three months, the demand for exchange has been extraordinary, both as to amount and as to destination, for it cannot be explained by the necessities of commerce. Last January, the Rio de Janeiro Custom house receipts showed a decrease, as compared with the same month of 1884, of about 28,000\$; the decrease of 101,000\$ on imports being partly met by an increase of 73,000\$ on exports. In February, the total decrease was 112,000\$, or 228,000\$ less on imports and 112,000\$ more on exports. For March, the import duties gave 135,000\$ less in comparison with the same month of 1884; in compensation the export duties showed an increase of 292,000\$, thus producing a balance in favor of receipts. From the above figures may be deduced, that in comparison with the corresponding period of last year, the import duties have fallen off for the first quarter of the current year 514,000\$, while export duties have increased to the extent of 477,000\$. Either figures mean nothing, or they prove that in the past quarter imports have decreased at Rio de Janeiro, while exports have increased. If, therefore, the demand for exchange was only for the satisfaction of remittances for payment of merchandise imported, as this decreased and exports increased, exchange should have become more favorable; but it was just the contrary that happened. From this fact, it may be deduced, that there has been,—and still is,—on the market a pressure which is not the result of speculation, as it is attempted to prove. From that moment when our financial agency in London was drained of the

last penny of the last loan, it could have been foreseen that the Government would appear as a taker of exchange, and that this would perforce affect the market. It seems, however, impossible that its necessities are so important, that they can affect the law of supply and demand, if we regard the decrease in importation as shown above. There is, consequently, another cause for the decline in exchange, and this is the darkest cloud of the epoch. This cause is the remittance of capital, whose possessors, have so little confidence in the future that they affront even the loss that the present rates of exchange imposes upon them. This fact which is recognized by all that frequent the Exchange, by its own character should attract the attention of a strong and patriotic government; what remains is to know, if we have such a government, one capable of infusing confidence in the minds of those with whom we have open accounts, and who have supposed for dozens of years that the country possessed sufficient guarantees to allow of employing very large amounts in it?

## A CRISIS IN THE BRAZIL COFFEE CULTURE.

*The Tropical Agriculturist*, March 2.

Mr. John S. Vans Ressaema writes to us from South Wymad:—"While Indian and Ceylon coffee planters have been struggling against low prices and leaf-disease for the last few years, it appears that all is not 'couleur de rose' in other parts of the world, and that the coffee culture in Brazil is handicapped with even more crushing penalties than those we labour under. The following translation of a cutting sent me speaks for itself, and from other sources I learn that unless some immediate and very sweeping reform takes place in the supply and condition of labor in the Brazil planting districts very large deficiencies in crop will be the result: as much as a million bags within the last two years is stated to be the probable or possible decrease. I need hardly point out how this would affect our market:—

"Mr. Antony Kessler has written an elaborate review, (in the organ of the Indo-Dutch Association of Industry and Agriculture) of a report published last year by the Brazilian Professor Couty, on the origin of the present depressed position of the coffee cultivation in that Empire. He condenses the report and the conclusions at which it arrives as follows:—

1. That the present position of coffee cultivation in Brazil is very deplorable owing to the high cost and inefficiency of slave labor.
2. That the supply of this expensive but indispensable labor, is even now insufficient, whilst the heavy yearly mortality among the slaves rapidly diminishes the number available.
3. That neither free slaves nor Cabales can be used for the work in the factories, and therefore a supply of other laborers must be obtainable.
4. That the importation of Chinese coolies cannot remedy this, as they are even more expensive than slaves.
5. That only European immigration can avail, and that this is not practicable owing to the social distinctions in the Empire.

All depends at present whether planters can be speedily induced to admit the necessity of such radical changes as according to Dr. Couty, are necessary to induce 500,000 Europeans to settle in Brazil within a comparatively short time. In spite of Dr. Couty's exertions this appears highly improbable. Were it merely a question of developing a new industry it might be easy to attract necessary laborers by offering liberal terms; the extension of new openings would then keep pace with the average immigration; and although planters would be in continuous labor difficulties it would be quite possible to work the industry at a profit. But here the case is different. The already very considerable labor deficiency is increasing most rapidly and the immigration of Europeans on which all hope depends is utterly insignificant. The existing coffee estates, in the struggle to maintain their existence will steadily raise the price of labor, until at last it reaches a limit which will make it impossible for most planters to work at a profit, and force them to abandon their estates. In the face of these facts it is a very open question if immigration will rapidly increase. The conditions of life by which immigrants would find themselves surrounded are not altogether attractive and although this has been recognized for years, the Government still continues to maintain laws subversive of all liberty of action, and which deter possible cultivators from settling in Brazil. If these drawbacks, which might be removed with comparative ease, continue to exist by general consent it is scarcely probable that the radical changes in the whole system of land tenure as advocated by Dr. Couty will be effected.

If the Brazil landholders sold their land in small blocks they might possibly as the writer of the report suggests realize large fortunes, but it is easy to foresee that a mere buying and curing of crops would not yield large profits. The curing of coffee is not such an intricate operation that the small

producers would find it impossible to perform it for themselves, and it is certain that they would sooner send the article into the market ready for consumption than employ a curer and planter as a middle man they could as well do without. All these difficulties, which we may accept as being in existence although they are not specially mentioned in Dr. Couty's report, will postpone for a considerable time the realization of his radical plans, and if this realization is a *sine qua non* for the continuance of coffee cultivation in Brazil as represented on the report, there can be no doubt that the industry is passing through a most dangerous crisis which must run numbers of estates before it can be solved in a satisfactory manner."

Thus far the translation. Although what the Germans call *chaden feine* is not a very exalted virtue, it would be to expect too much of human nature if the foregoing were not looked upon by coffee planters in India as good news. There is no doubt that we shall as much benefit by the misfortunes of Brazil, as we were damaged by her enormous crops; and if the conjectures of the report are correct there is a good time coming for us. — *Nadras Mail*.

# PARLIAMENTARY BULLETIN.

Gazeta de Noticias 2nd May 1885.

The entire parliamentary interest of yesterday was concentrated on the session in the Senate.

The Chamber of Deputies held no session. In the Senate, as soon as the session was opened, Sr. Soares Brandão asked the Government for information as to recent events. The senator for Pernambuco, in justification of his request for information, made a radically opposition speech, charging the Government with not having taken steps to prevent the hooting and jeering to which some of the members of the lower House had been subjected.

Many other senators availed of the opportunity to show their hostility to the present Cabinet by constant interruptions, and they did it so enthusiastically, that the session emerged from its habitual sleepiness and insipidity. It was a perfect fusillade of outbursts of passion and invective.

No one will suspect us of wishing to defend the mobbing which made such an impression on the Senate. We were among the first to censure it, and we shall continue to do so, as it is both useless and dangerous. The utmost desire of the executioners is to pose as victims. Hooting and jeering are two elements on which they rely to gain this end, and it is only more fully to facilitate the recourse to these elements.

But although this may be our opinion, namely that while we condemn all illegal means and such as are subversive of public order, we cannot refrain from censuring those who avail of facts of this nature to influence the political direction of the country. And the exploiting of these unforeseen facts for a political purpose is all the more censurable, in that it is certain, that many of those who to-day hold the Government responsible for these disturbances, have on different occasions defended the employment of such measures as these.

When the ministry of 5th January, turning the Department of Agriculture into a fortress and by employing the public forces, forced those groups to disperse which were insulting the members of the then majority and the ministers themselves, in the neighbourhood of the Chamber, Sr. Martinho Campos stated in a speech that if he had not a seat in parliament, he would be with the people in the street, to assert himself against the government. Why, councillor Moreira de Barros himself was then minister, and though he had force at his disposal, he was nevertheless unable to prevent himself from being hooted along with his colleagues.

We do not cite these facts in justification of mobbing and disrespect to members of the Legislature, but simply that the changes of to-day may not have an exaggerated value put on them. Hooting and jeering are unworthy of a civilised people, and generally produce an effect the very reverse of what is wanted. Yet, only a short time ago, when the French Deputies who accompanied the Ferry Cabinet, to the very last, came out of the Chamber, they were insulted and hooted without the police of that country being able to prevent such a scandal.

Therefore, it seems to us that it is only as a means of opposition that a government can be charged with the responsibility of events which are by nature unavoidable. So much so is this the case, that Sr. Martinho Campos is not of the same opinion to-day as he was in 1879, and Sr. Moreira de Barros complains that the present government has not succeeded in doing what His Ex. also failed to do when he was a member of the ministry.

We cannot but regret and censure what happened to His Ex., not only because such things are illegal and aggressive, but also because they show only too plainly the ill-luck of such an illustrious citizen's political career, who cannot assert his individuality (*pôr-se em evidencia*) either as a

member of the government or in opposition, without provoking displays of feeling which are so distressing to all those who recognise the purity of his intentions.

Sr. Franco de Sá replied to Sr. Soares Brandão, explaining how the government were the chief sufferers from all this wretched business, and the injustice and absurdity of the charge of complicity which it was sought to fasten upon them. The debate on the motion continues to-day and Sr. Paulino de Souza is the next speaker in order. Although there was no session in the lower House there were numbers of people in the neighbourhood of the building.

Some of them followed Sr. Moreira de Barros, who declined the offer of an escort while the authorities placed at his disposal. There was less excitement, and we are not aware that anything disagreeable took place.

## DIRECT EXPORT OF BULLION.

Boletim do Afundado, April 24th.

REAL YEARS	Dut and Bars.		Refined at Mint.		Bars.	
	Gross	Net	Gross	Net	Gross	Net
1874-75	1,471,517	1,436,235	89,937	89,937	9,000	9,000
1875-76	2,260,512	2,240,372	62,887	62,887	11,750	11,750
1876-77	1,720,693	1,690,354	69,815	69,815	3,000	3,000
1877-78	1,867,832	1,836,851	97,405	97,405	9,000	9,000
1878-79	1,464,817	1,436,843	127,688	127,688	12,000	12,000
1879-80	1,586,531	1,556,449	87,255	87,255	7,750	7,750
1880-81	1,636,753	1,606,453	78,559	78,559	8,000	8,000
1881-82	2,474,402	2,444,177	120,922	120,922	12,000	12,000
1882-83	1,029,940	1,009,429	91,014	91,014	9,000	9,000
1883-84	991,971	971,299	83,884	83,884	8,000	8,000
Total	13,565,705	13,335,473	2,003,733	2,003,733	219,603	219,603

Journal do Commercio, May 1st.

## REVISION OF GUARANTEES.

To the end of reducing the load, in fact intolerable, which rather carelessly the State assumed by many interest guarantees, the present budget law permits the executive to understand with concessionaires of railways and central factories for the cancelling of these guarantees; the government to ask from parliament the necessary credits for such arrangements as may be made. Under this authorization, the minister of agriculture cancelled by decree No. 9,415 dated 18th ult., the contract made on 30th June 1882 with Waring Barbers, for the construction, use and possession of a railway between the capital of Espírito Santo and the port of Natalândia on the boundary of Minas Geraes, with a privilege of 70 years and an interest guarantee of 6 per cent. for 30 years, on a capital to be fixed upon the approval of the surveys. In compensation of expenses incurred by the concessionaires in surveys and as an indemnity for the cancelling of the contract, the concessionaire are to receive £70,000 at the agency of the National Treasury in London, up to December next, with the condition that no other indemnity can be claimed under any pretext. At the same time it is stipulated, that should the government consider it advisable to construct the railway, the concessionaires will have a preference, under equal conditions as marked by the government, and also that the concessionaires may retire the deposit made by them. Two estimates were made for the construction of the Victoria and Natalândia railway. The first, having as a basis the surveys made by the engineer appointed by the government was 14,155,000\$. The second based on surveys made by an engineer of the company reached 45,947,314\$. These are the conditions of the agreement. The total indemnity of £70,000 includes the cost of surveys which in any case must have been paid to the contractors, even had no agreement as to capital been arrived at. The overplus of the compensation for the abandoned (*cessantes*) profits of the contractors. It is clear that the government could not withdraw from such a responsibility without some expense. But in any case, as for us the government entity is always the same, be it of this or

that composition, we will not excuse ourselves from the expression of the profound disgust (*desagrado*) with which the country must receive the news, that between 1882 and 1885 its interests have been mortgaged in a concession that together with unproductive surveys brings a total loss of £70,000. Let the severe lesson be of use to us, that we may not again assume responsibilities which afterwards we can only cancel by heavy penalties. If it be better to pay out now a large sum, rather than to endure for many years an excessively heavy interest charge, the choice is always very lamentable as is the mistake that caused so painful a necessity.

## LEGISLATIVE NOTES.

April 23. — In the Senate, Sr. CORREIA read an extract from the *Diário do Brasil* from which it appears that one of our principal banks will shortly commence its liquidation and that 200 commercial houses here are bankrupt. The Senator then referred to the increased charge on the Treasury through the lower rate of exchange and wished to know what was the floating debt, including that to the savings banks. After, Sr. CORREIA touched upon political persecutions. In the debate on the reform of the criminal law for the punishment of arson, Senator AFFONSO CELSO spoke, and we have considered it proper to make a full extract of his speech, which will be found in another column. Senator LAFAYETTE defined the characteristics of arson: 1st. — the killing of the fire and 2nd. — the inherent danger of this act, from which he deduced that the arson of a hay stack in a field would be a lesser crime than the arson of a house in a town, for there was more inherent danger in the latter. He referred to false lights and murder of shipwrecked crews, which he had not credited until assured that such occurrences were not unknown. In the Chamber there was no quorum.

April 24. — In the Senate, the minister of the empire explained that the premier could not appear at the sessions, his medical advisers having ordered him repose. BARÃO DE MAMORÉ spoke on matters in Pará, particularly as to the construction of the custom house there. Senator CORREIA referred to the imprisonment of one Manie, and read an extract from the *Journal* in reference thereto. Senators MEIRA DE VASCONCELLOS, IGNACIO MARTINS and AFFONSO CELSO spoke in the debate on the reform of the criminal law. In the Chamber there was no quorum.

April 25. — In the Senate, Sr. CORREIA asked whether it was true that the government was in treaty for the sale of the *Aquidaban*, to which the minister of the empire replied that the government had been approached, but had refused to consider any proposal to that end. In the debate on a motion for information as to an alleged interference with an abolition association at Macaé, Senator MARTINHO CAMPOS made a pro-slavery speech, during which he was much interrupted. In the Chamber there was no quorum.

April 27. — In the Senate there was no quorum. In the Chamber, a communication from the department of finance was received stating that experience having proved that the high rates of storage (at the Custom house) do not increase the revenue, the request of the Associação Commercial that they be modified seemed worthy of compliance. An abolition scheme from certain planters was presented; by this 10 years is fixed for the extinction of slavery. Various committee reports on elections were discussed, but not voted, there being no quorum.

April 28. — No quorum in either House.

April 29. — In the Senate the decree proroguing the extra session up to the 19th proximo was read. A rather warm and irregular debate followed, Senator CORREIA, while speaking being frequently interrupted and making direct replies to Senators Affonso Celso and José Bonifácio who approved of the decree, and he finally moved for information as to whether the Council of State had been consulted on the question. Senator FRANCO DE SA, minister of the empire, in defending the government said that the decree was the natural result of the fact, that while the session had been called to decide the emancipation project, the Chamber had as yet taken no action on this. The minister asked in what terms could the Speech from the Throne be drawn up, when the extra session was declared closed, the Chamber having made no reply to the Speech at the opening. The rest of the session was occupied by business of no general interest. In the Chamber, the decree proroguing the extra session was communicated. Deputy PENHO asked that the president would use his good offices with the government and parliament to bring about a solution of the present state of affairs. Deputy STANISLAU JR. asked for information from the ministry of agriculture as to why the Pinkas commission of the Maléira and Mamoré railway had been decorated and the Mouring commission ignored, and moved for data as to the two commissions. The

minister of agriculture replied that a credit would shortly be asked for to supply the funds expended over and above the sum voted for the surveys, and that the report and estimates as organized by the Pinkas commission would soon be ready for distribution. The committee report on the election of the deputy from the 2nd. district of Rio Grande do Norte was taken up, and a very disorderly scene ensued. Deputy AMARO BEZERRA charged that members who had approved the report in committee were now voting against this report. There was great confusion and many personalities exchanged; the president suspended the session for 15 minutes. Upon resumption Deputies AMARO BEZERRA and ANTONIO PRADO exchanged defences. Upon a nominal vote the report was carried over, 49 deputies voting *pro*, and 49 voting *no*. Three deputies were elected and sworn in.

April 30. — In the Senate, Sr. CORREIA referred to the articles published in *O País* in reference to *berri-berri* on war vessels in harbour, and sickness at the Military College. Senator DELAMARE, minister of marine, said that when the first cases of *berri-berri* occurred on the *Riachuelo* [the dispatch announcing the fact is dated April 14th] steps were taken to prevent the spread of the disease. The commander-in-chief, Barão de Jacuquay, had then sent 80 sailors, the least robust and consequently the most predisposed to disease, to Fort Villegaignon, and hence arose the ambiguity. The number of invalids attacked by *berri-berri* does not exceed 35, viz: 14 from the *Riachuelo*, and 8 from the same vessel at Villegaignon, 7 from the *Amazonas*, etc. Of these 35 sailors, 22 have been discharged from hospital and 13 are still under treatment. The minister then explained the steps to be taken for the improvement of the sanitary condition of the vessels. — In the Chamber there was no quorum.

May 1. — In the Senate, Sr. SOARES BRANDÃO referring to the hissing of the president of the Chamber of Deputies and others by the people, made a strong attack on the government and moved for information as to what steps had been taken to guarantee the independence of the Chamber and public order. His speech was rather violent and many interruptions occurred. Senator FRANCO DE SA, minister of the empire, denied any responsibility of the government in the matter and said there had been no disturbance of the peace. He called attention to the fact that the disorderly persons had been spectators in the Chamber, where they could only enter by cards, and that these cards were furnished by the officers of the Chamber. The minister was constantly interrupted but seems to have retained his composure under great provocation. The debate was adjourned on motion of Senator PAULO DE SOUZA until to-morrow. Senator CASTRO CARREIRA spoke upon the savings banks bill, as did also Senators VISCONDE DE PARANAGUA and AFFONSO CELSO. Some interesting tables were referred to, which our space will not allow of publishing. In the Chamber there was no quorum.

May 2. — In the Senate, Sr. CORREIA moved to know whether Sr. Lopes Netto, the president of the Arbitration Court in Chili had been relieved. To which Senator DANTAS, the premier, replied that ill health obliged the representative of the Emperor to resign the position and that the resignation had been accepted. Senator JUNQUEIRA spoke on the prorogation of the extra session and moved for information as to whether the Council of State had been consulted. The minister of empire, Senator FRANCO DE SA pointed out that this motion was but a repetition of that of Sr. Correia, and nothing of new interest was produced by it; the Council of State was not consulted, for this was optional, and the Crown, advised by the Cabinet was authorized to consult the Council, or not. Senator DANTAS, (who spoke seated) thanked Sr. Paulino de Souza for his courtesy in ceasing him the floor, and said that while his state of health was yet far from satisfactory, his duty, and what he had read in the papers of yesterday's session, had brought him to the Senate. The premier repeated Senator Franco de Sa's assertion that no charge could be placed on the government as to the disorderly occurrences at the Chamber. The premier still fixes his political life upon the emancipation project upon which he will stand, or fall. [Here a very lively exchange of remarks occurred between the minister of the empire and Senator Teixeira Jr.] Sr. DANTAS said that the opposition seem determined to refuse the cabinet, the right granted even criminals, that of defense, and he considered Sr. Soares Brandão's motion precipitate and unjust, for he appeared to desire that the Cabinet should at once be made responsible for the hissing. Senator PAULO DE SOUZA then proceeded to contradict all that the premier had stated and brought in a reference to the Crown. Senators TEIXEIRA JR., JOSÉ BONIFÁCIO [who made a decided hit against Sr. Soares Brandão] and AFFONSO CELSO also joined in the debate, which was concluded by the indefatigable Senator CORREIA. In the Chamber there was no quorum.









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